

1. The vessel was New Building ship and was to delivered to us on 9th January.
2. Due to new building vessel, we had to arrange bunker well in advance and was forced to order bunker quantity on 17th December and the bunker was supplied on 24th/25th December 2013.
3. At that time, we have expected for her next employment for loading at either Australia/Brazil under contracted cargo. Therefore, LSFO was not necessary and was not able to be arranged due to barge availability.
4. Upon 9th Jan which is delivery of ship, the expected cargo was cancelled and vessel was drifting off Hyuga-Nada(which is 12miles off from Japan, open sea) after sailing from Shipyard to look for alternative cargo.
5. During drifting, one of our client suddenly approached/gave us the coal shipment ex. Canada and we have accepted it.
6. Upon knowing vessel to pass ECA, we have approached bunker supplier for possible fuel delivery at "off Hyuga-Nada" in order to achieve compliance prior to entering ECA, but turned out to be "impossible" as bunker barge are not able to approach and supply bunker as vessel was at "open sea".
7. We have decided the vessel to pass ECA with providing "Fuel Oil Non-Availability Report".

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